to a local paper, there will be no addition to the rates in order to realise the requisite expense. ——The subject of erecting a new townhall, public rooms, and a corn exchange at Hastings is under consideration of committees of the town council and others who are to confer on the subject.——The new district church of Holy Trinity, Bracknell, was consecrated on Wednesday in last week by the Bishop of Oxford. The church is a small structure in the Pointed style, consisting of a nave and transept, and chancel, with a spire: the external ornaments and decorations are numerous, but within, the building is very plain: the roof is open and of carved oak beams: the sittings are open and designed to accommodate 300 persons. The architects were Messrs. Coe and Godwin.——The chancel and other parts of Banwell Church have been renovated. The whole of the windows have been filled with stained glass: three of them are obituary windows.——A monumental cross, to be erected in Malpas churchyard, has just been completed by Mr. Biggleston, of Church-street, Hereford, from a design by Mr. Thomas Cranstone, architect: it is about 14 feet high. The style is of the Decorated period (*circa* 1350). A pierced cross-flory, with the hall flower ornament surrounding the centre opening, is elevated upon a capital ornamented with ivy leaves, which rests on an octangular shaft, rising from a truncated cone, on one face of which is the inscription in Lombardic character. The base of the cone is surrounded with a circle of ball-flowers; and the angles of the cone terminate upon the shaft in carved finials.——The *Hereford Times* suggests that the great west window of the cathedral in that city should be filled with stained glass by the Bailey Testimonial Committee, in fulfilment of their trust. A serious defect in this noble edifice might thus be obviated. The centre trefoil light in the eastern end of the choir is to be fitted with a painted window, to which purpose a sum of 150*l*., placed at the disposal of the late Dean Merewether and Canon Huntingford, is being applied. "We some time ago suggested the erection of a memorial window," says the paper just named, "to the memory of the lamented clergyman, but for whom this glorious fabric would probably have, ere now, become a heap of ruins; and we are happy to learn that the idea had also occurred to some members of the Merewether Testimonial Committee. It has been adopted, and a window—at a cost of about 400*l*.—is now in course of execution." The works for putting the Cathedral-close, which has long been an eye-sore, into something like order, have again been set in motion, a number of workmen being employed in the immediate vicinity of the Dean's residence.——The Pontypool waterworks are progressing rapidly, superintended by the engineer, Mr. Hardie. The contractor, Mr. Farmer, has laid the pipes in the principal streets: and it is expected that the work will be finished for opening by 1st May.——The want of adequate accommodation at Nottingham for agriculturists lately induced the Midland Railway Company to resolve on building a warehouse large enough to contain 14,000 quarters of corn. They advertised for a builder to erect one eight stories high, with room underneath to allow laden wagons to enter under cover with their freight. Mr. George Thompson, builder, of Derby, obtained the contract to carry up such warehouses, 110 feet in length by 75 feet in width, the foundations to be formed of stone and concrete, the walls of brick, &c. The buildings are now in progress, to be finished by July next. Nearly one million and a half of bricks, besides other building materials, will be consumed inthe erection and finishing of these great stores.——The church of St. James, Ogley-Hay, is progressing rapidly towards completion. The amount already subscribed exceeds 1,600*l*., but 2,200*l*., at least, will be needed. Mr. Minton has offered tiles for the chancel floor, and other presents have been made, besides money, towards the work.——It has been determined to erect a new workhouse at Wakefield.——The Grimsby docks are advancing without loss of time. The walls of the two locks will soon be finished, and the top-stones of the dock-walls brought on. Several of the massive oak-gates are on the eve of completion. Excavations for the piers are going on rapidly: nearly all the foundations are in. Near the locks, the arches from pier to pier, for the dock walls, are proceeding, as are also the internal excavations for the docks.——The Bishop of Durham has given 50*l*.—a second donation—towards the restoration of Rothbury Church.——The centre tower of the venerable ruin of Lincluden College, to which, until recently crowned by a vigorous young pine, it owed so much of its picturesqueness, has fallen, according to a Dumfries paper, from the foundation, and the pile to the north-west is in a very precarious condition.——Active measures are in progress for the erection of public baths and washhouses at Glasgow, although the Act facilitating such erections does not as yet apply to Scotland. Upwards of 800*l*. have been subscribed, and mostly realised. The council have agreed to give the subscribers a site on the public green, but have, rather inconsistently, if not also suspiciously, refused to give any title to the site, which accordingly has not been accepted.——A proposal for erecting a new Roman Cathedral at Nether Buckie, on the borders of Banff and Morayshires, has at length assumed an active shape, the contract having been prepared by Messrs. Reid, of Inverness and Elgin, architects. The new building, says the *Inverness Courier*, will rival the architectural glories of some of the other religious buildings of the Church of Rome in Scotland, now slowly mouldering into ruins.——It has been resolved by the Deacons' Court of the English Free Church at Inverness, that the new church projected there shall be erected according to the original plan submitted by Messrs. Mackenzie and Matthews, of Elgin, architects. The design has been engraved. The spire will be 130 feet in height.

ENGINEERING AND ARCHITECTURAL DOINGS IN IRELAND.

THE unfinished new road from the sea at Ballaghkeene to Enniscorthy is to be completed: a new bridge and the necessary gullets are to be erected on same: the quantity of work to be executed in the roadway will be about 380 perches: the probable cost will be 570*l*. The new intended road at Bargy, leading from Enniscorthy and Taghmore to the new pier of Kilmore is to be completed: it contains about 1,637 perches, and the amount will not exceed 1,709*l*. The unfinished works on various other new roads are also to be proceeded with in the county of Wexford, and plans, maps, and specifications have been prepared by the county surveyor for tenders.

The contractor for the Waterford and Limerick Railway, Mr. Dargan, has his workshops erected at Caher, and men will be immediately set to work on the line. This company has lately received from Government a loan of 300,000*l*., and it is expected that the line will be open to Clonmel before the end of the present year.

The Poor-law Commissioners have decided upon erecting a new union workhouse at Kilmacthomas, and are about to receive tenders for the execution of the works, according to the drawings, &c. of their architect, Mr. Wilkinson.

The Poor-law Guardians of Clonmel have determined to erect a new workhouse there, and have advertised for a loan of 10,000*l*. for that purpose.

Mr. Dargan, the railway contractor, has engaged a great number of persons, who are at present working on the Waterford and Limerick line, between Caher and Clonmel. The railway is intended to pass over part of the Cashel-road, and also over the river Lim. Three bridges of large span will be constructed for this purpose.

The road leading to the station of the Midland Great Western Railway, at Ballinasloe, is being widened, under the direction of Mr. Kempster, county surveyor, and Lord Clancarty intends building some first-class houses along the road. The town commissioners have determined to extend their main gas-pipe to the railway.

The Dean of Waterford is about to make improvements in his deanery: the church in the Cathedral-square is to be inclosed, and the apartments for clergymen's widows to be remodelled.

The castings for the great bridge over the Wye, at Chepstow, for the South Wales Railway, as we have already noted, are in progress of execution by an extensive firm in Dublin, which is the first instance of castings of magnitude being made there for similar works in England or Wales. The Irish Engineering Company are the parties referred to, and they have lately constructed all the castings for the Brighton Railway Company, required in the extension of their passenger terminus at London-bridge, and upwards of 200 tons of castings have been exported to England from their foundry within the last two years.

The large viaduct over the valley at Craigmore (a description of which has appeared in THE BUILDER), Belfast Junction, remains to be completed, but the works have been far advanced. The quantity of masonry already executed on this viaduct amounts to 125,000 cubic yards, the entire being of the best white granite. In consequence of the uncertain strata on which the viaduct is being erected, excavations had to be made to the solid rock, for the piers and abutments, so that upwards of 30 feet of the building is under-ground. The highest part of the viaduct will be 140 feet above the level of the stream. The engineer-in-chief is Sir John M'Neill.

The directors of the Newry and Enniskillen Railway have made arrangements with Mr. Dargan for the construction of a junction line with the Dublin and Belfast Company, at Gorah Wood; and it is to be completed in every respect, exclusive of rails and sleepers, for the sum of 11,000*l*. The contract for the portion of the Londonderry and Enniskillen Railway, between Strabane and Newtownstewart, has been taken by Mr. M'Cormick, and the works are at present in active progress.

A new church is to be erected at Ballovey, Mayo, for the Protestants of that district.

Extensive alterations and additions are to be erected at the Roman Catholic church of St. Francis Xavier, Dublin, according to the drawings of Mr. J. B. Keane, architect.

At a competition in Philadelphia, the designs of Mr. J. T. Mahony, of Cork, architect, for the proposed St. John's Orphan Asylum, were lately received, and the premium of 500 dollars was awarded for the same.

IRON BUILDINGS NOT A NOVELTY.

SIR,—It is a great mistake to suppose that buildings of iron are a novelty in England. This class of building has been known in our colonies for many years. In 1844 and 1845 my own firm constructed in London, and afterwards erected at the Mauritius, under the superintendence of Lieut.-col. Lloyd, then the resident government engineer, a military station consisting of officers' quarters, 2,400 feet area; an hospital, 3,000 feet area; and a lazaretto, 5,200 feet area,—all perfectly fire-proof, together with large covered tanks for supplying the station with water. The buildings having at that day something of a novel character, I will describe them: they consisted, first, of a cast-iron cill-plate, running entirely round the building, and this plate may either be laid upon a concrete foundation, a brick sleeper wall, or bolted to cast-iron piles previously driven for this purpose. Upon this cill were raised cast-iron stanchion-like uprights of letter H section, which at the same time formed the door and window jambs, and carried the wrought-iron plates forming the walls: on the top was bolted a cill-plate from which sprang the roof: upon the external and internal flanges of the stancheons were bolted wrought-iron flat sheets, forming, as it were, hollow or double walls of iron. The roof was of cast-iron, in a segmental form, spanning from wall to wall, but supported also in the centre by the columns and partitions, dividing and forming the rooms. The upper rib of this segmental roof girder was fitted with

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